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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

BIRTH.

On the 23rd July, at "The Grove," Robinson
Road, Kowloon, the wife of T. G. Hoang,
P.W.D., of a daughter.

DEATH.

On the 14th July, at 3, Lloyd Road, Singapore,
KATHARINE HOOPER TAYLOR, widow of the late
Capt. E. E. TAYLOR, aged 63 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, C1
LONDON OFFICE: 131, FLEET STREET, EC

HONGKONG, 24th July, 1901

A CORRESPONDENT, writing to an Indo-Chinese contemporary, makes some interesting remarks on the subject of the Hanoi-Yunnanfu Railway. The writer is obviously acquainted personally with the ground which will be covered by the line when completed, which lends weight to what he says. He commences by admitting the utility and political necessity of the undertaking, but warns shareholders against chimerical hopes of fabulous dividends. Loakay to Yunnanfu is a distance of 450 to 470 kilometres (280 to 290 miles). The guaranteed interest of 4½ per cent. works out at three million francs on a recent estimate of the Public Works Department, and at four millions and a half on the amended figures. On one-third of the 450 kilometres, the section between Loakay and Mengtze, trade can bring but few returns. Foreign trade, both imports and exports, from Yunnan via Mengtze and Loakay reached 8,000 tons in 1898. It may be assumed, says the French writer, that these 8,000 tons can be considered as circulating wholesale from Loakay to a point midway between Mengtze and Yunnanfu. Making a liberal allowance of another 8,000 tons for the interior commerce, we get a return of 16,000 for the 300 kilometres. Again, allowing for an initial tripling of trade by the introduction of the railway, a rough estimate of 50,000 tons carried by the line is arrived at. With the moderate allowance of 10 centimes per ton per kilometre—a necessary allowance, the writer says, in view of the numerous British competing routes with constantly diminishing tariffs—we get the net annual receipt of 1,500,000 francs. Against this must be put the expenses of exploitation, which may be reckoned at three-fifths of the receipts, and numerous minor expenses, all of which the writer puts at 900,000 francs, leaving a net profit of 600,000 francs. It will take several years before this sum can be exceeded, and it is unnecessary to insist that these 600,000 francs will not satisfy the demands of guaranteed interest.

etc. A reserve fund to meet the deficit is immediately necessary. This can only be raised out of the surplus receipts of the colony. The Vietri-Loakay railway will, for many years at least, only be fed by the line from Yunnan, while the lines from Mytho to Vinh-long, from Hanoi to Langson, and others can only just be self-supporting for some time. Consequently, on account of the Indo-Chinese railways, which are the property of the colony itself, and the Yunnan railway, which is guaranteed by the colony, Indo-China must find the interest due to the shareholders. When the lines are completed, four or five million francs a year will thus be called for, which will make a heavy drain on the expenses of Indo-China. To meet this, says the French writer, a heavy increase must be made in taxation, which will arouse discontent among the inhabitants. Would it not be better therefore, he asks, to increase taxes gradually in advance and create a reserve fund to meet the calls made by those entitled to interest, during the construction of the lines. Then, when an important traffic shall have sprung up through the presence of the railways, it will be possible to remove the heavy charges, which will no longer have a reason for existence.

Our French contemporary to whom the correspondent above mentioned addressed his remarks, asks the question whether, in view of the weighty imposition on Indo-China by this railway enterprise, the scheme is a mistake, and answers decidedly, No. The English in Burma, it continues, have not waited so long, and they are assuredly practical people. Yunnan is eminently a country worth striving for; and by the construction of the French railway Yunnan "will be for ever closed to British influence which is striving to get in by Upper Burma." There has never been any concealment, on the part of the French, that their main object in pressing on over the Yunnan border is to prevent the British from getting any foothold in the province. Hence we need not feel surprised at the frank unfriendliness of the language used. It looks as if the only inducement which can reconcile M. DORMER's opponents to his schemes of expansion is the thought that by consenting to them they are at least striking a blow at Great Britain. The amiability of such a line of conduct we need not discuss; nor could it have any bearing on the question, were it not that the British Government is less than indifferent to all appearances, to the efforts of its countrymen to tap the resources of Southern China from the side of Burma and India. Our French critics talk admiringly of British practicality. We are compelled to recognise that this is only true of individuals. As far as the respective Governments are concerned, the advantages rest with the French.

Yesterday the British transport *Chinglu* arrived from Madras. The German gunboat *Ulla* left for Canton.

We received yesterday morning from the U.S. Consulate-General the following typhoon warning, issued from Manila Observatory at 4.30 p.m. on Monday:—Depression crossed Luzon undeviated now lying west Dagupan.

The Perry monument at Kurihama, near Uraga, Japan, was unveiled on the 14th inst. in the presence of Baron Kaneko, President of the Beiyun Kikoku, under whose auspices the monument has been erected. Colonel Buck, U.S. Minister to Tokyo, General Kodama, Minister for War, Admiral Rogers, Mr. Sato, Governor of Kanagawa Ken, Rear-Admiral Beardsley, etc.

Referring to the recently resumed discussion of a scheme for a sea-canal through the Isthmus of Kra, the *Singapore Free Press* remarks, it is enough to say that many years ago the whole question was examined on the spot by a commission of two officers from India and the late Capt. A. J. Loftus, Hydrographer to the King of Siam. The pamphlet written by Capt. Loftus, of which we possess a copy, makes it clear that both as to the penetration of the hills and still more as to the preparation of a deep-water access on both sides, the scheme is quite impracticable. Even the approach to that coast in the S.W. monsoon would be full of dangers to all deep draught mail steamers.

About six o'clock yesterday evening a party of American sailors might have been seen proceeding in richshaws along Queen's Road East. The remarkable thing about this party was that they had, judging by their behaviour, gone back to their school days, and their game evidently was to remove the head-gear of as many natives as possible. One of the party with a keener sense of humour than the rest caught hold of the turban of an Indian and unwound it. He had, however, reckoned without his host, as the Indian arrested his progress in a manner more forcible than polite. A struggle ensued, in which the combatants removed a good deal of dust from the road to their clothes. A lusty chancing on the scene, the Indian gave the practical joker in charge for assault.

The *Linné*, gunboat, Com. W. W. Smythe, arrived at Plymouth on the 23rd ult. from the China Station, and left next day for Sheerness to pay off.

5,247 coolies are known to have absconded from their employment in Perak last year. Reckoning that each man owed his employer \$5, this comes to a direct loss to the masters of \$26,230.

A Japanese despatch from America states that the Ceylon tea-merchants in Canada are moving among the Canadian tea-merchants for the formation of a Ceylon tea trust, to meet the opposition of the Japan tea trust now in course of formation by American and Japanese tea-merchants.

The only survivor of the chess players who took part in the Great International Tournament in 1891 had a narrow escape from death lately. Mr. H. E. Bird has long been ailing—his bent figure has been noticeable for years past at chess resorts—and now is an invalid confined to his bed. The upsetting of a light, which set fire to the bed, placed him in serious danger. He was saved by the promptitude of his landlady.

Labour organisations in America are already signing petitions for the re-enactment of the Chinese Exclusion Law, which expires on the 5th May next. Mr. Frank Morrison, secretary of the American Federation of Labour, says: "We are not only in favour of extending the Chinese Exclusion Law so as to make it unlimited in time, but also to make it effective against all the Oriental races." The "open door" is intended only to open one way, comments the *Kobe Chronicle*.

At the end of this month, a party of telegraph men from the Singapore Depot will leave for Direction Island, which is one of the Coos-Keeling Group, taking with them a number of Chinese carpenters, servants, etc. On the arrival of the party, quarters will be erected and preparations made for the reception of the new All-British Cable, running via the Cape, Mauritius, and Direction Island to Australia. Direction Island is one of the many islands in the group, and is composed entirely of coral running to a uniform height of about twenty feet above the level of the ocean. There is nothing on the island but coconuts, which are forwarded to Batavia and thence sold.

The Acting State Surgeon, Perak, writes as follows:—"Attention is being paid to the fact that arsenic may be the cause of the neuritis in ber-beri. Dr. Connolly, District Surgeon, Batu Gajah, writes in his annual report 'up to the present, however, a chemical analysis, not of a profound character it is true, has failed to find arsenic in ber-beri patients.' In support of the arsenic theory, I would point out that 85 per cent. of ber-beri cases treated are Chinese, and quite 90 per cent. are miners by occupation; when we know that arsenic in combination with other metals is common in the soil where these Chinese have to stand for hours while searching for tin, we may regard the possibility of arsenic as a cause for ber-beri as being something more than problematic.

Mr. Charles Sheldon, of Topeka, Kansas, who has managed to make his religion a paying concern, and who lately wrote a book advising employers to treat their servants as equals, is having serious domestic troubles, according to the *Kansas City* correspondent of the *Daily Mail*. His wife refused to allow her servant-girl to dine with the family. The girl promptly gave up her place, and before leaving, she reminded Mr. Sheldon that her husband had recently solved the servant-girl problem by declaring that domestics should have equal privileges with the family. Mrs. Sheldon told the girl that she was not responsible for her husband's opinions; he could write books, but she intended to rule the household. The pastor's dilemma has caused great amusement.

San Francisco papers announce that the wreck of the *City of Rio de Janeiro* has been located in two places—at least such is the conclusion to be drawn from the statements of those engaged in looking for the wreck. The Rio Wrecking Company, formed for the purpose of discovering the wreck, alleges it made the discovery through the convincing aid of a spiritualistic medium, and in proof is exhibiting one of the cabin name-plates. According to these claimants the *City of Rio de Janeiro* lies in such a situation that the current will make diving very difficult. The other alleged finders of the wreck are the Whitelaw Wrecking Company, who also claim to have one of the cabin name-plates, but refuse to exhibit it. They located the wreck about 300 feet away from the point indicated by the other wrecking company, and it is within the bounds of probability that both have located the wreck at opposite ends, or pulled up wreckage that was lying near the ship.

Shamrock II had her new mast stepped at Glasgow on the 21st ult. and left for Greenock to have her rigging fixed. She has been fitted with a solid pole mast, 10ft. longer than the original one, and made of curved steel plates. Her designer has, therefore, discarded the telescoping method, and has had a mast 170ft. long put on board. The new mast is the longest yet fixed on a racing yacht. It is claimed that the solid mast will give greater stability and save in weight. It is contended, however, that in heavy weather the *Shamrock II* will be placed at a disadvantage, as she will be unable to house her top-mast. Sir Thomas Lipton, who witnessed the stepping of the mast, stated that he is satisfied that *Shamrock II* will be improved. He will not stand in the way of her racing across the Atlantic against American yachts, but says that she will like a condition laid down that owners should sail in the jobs. The designer, Mr. Watson, however, holds that the *Shamrock II* could only sail across the Atlantic under yawl rig.

The *Siamese* Royal yacht *Maha Chakrabarti*, with their Majesties on board, and accompanied by the gunboats *Sugrih* and *Deti*, left Singapore at daylight on the 17th inst. for Bangkok.

The following story from South Africa is said to be well authenticated. A young Scotsman had received a commission in Lord Tullibardine's corps, where the men under him were for the most part, raw. One day when they were under fire and lying down, he walked up and down in front of them, assuring them that the Boers were duffers, whose marksmanship was a thing of the past, and who now never hit what they aimed at. As he spoke he was knocked over, the subsequent surgical examination revealing four bullet-holes in his skin. He contrived to pull himself together, and rising to his feet remarked coolly, that "this was the exception which proved the rule."

The birth of a daughter instead of a son to the reigning monarch is reported to have caused even more disappointment in Russia than in Italy. As in the case of Italy an heir was considered needful for the stability of the throne, so in Russia a son was earnestly desired to strengthen the prevailing policy. The law in its wisdom—against our experience of the teaching of history—does not allow a Queen to succeed in either Italy or Russia, but it is beyond the logic of all but theoretical politicians to show why a monarch's son should make a better successor than a monarch's brother. Yet there is something like lamentation in Russia at the birth of the poor little Princess Anastasia, and it is said in France that the absence of a son is a "standing menace to the Franco-Russian alliance."

A home contemporary speaks of the strikingly grave courtesy shown to, and by, an accused peer on trial in the House of Lords. On being brought to the bar, "he makes three reverences to the House," and then "kneels till directed by the Lord High Steward to rise," after which he is "conducted to a stool provided for him within the bar." And after he has pleaded, one of the officials, in the politest manner conceivable, exclaims "God send your lordship a good deliverance." The peers present—the whole body of the House can attend if they wish—give their verdict individually, beginning with the junior baron, and so up to the Princes of the Blood, all ending with the formula "Upon mine honour." The position of the Bishops at these trials is curious. They have the right to be present but not to vote, as they are not "peers of Parliament" but only "spiritual lords." Accordingly, to save their dignity, they have devised an ingenious method of escape. The Archbishop of Canterbury on their behalf submits what is called a "protestation," "desiring leave to be absent when judgment is given."

THE SALARIES OF SUBORDINATE GOVERNMENT OFFICERS.

In its issue of Monday, our senior evening contemporary published an article dealing with the question of the salaries of subordinate Government officers in this colony. In the course of its criticism, after describing the circularising of the Departments as a "Gilbertian" method of settling the question of salaries, our contemporary went on to say that but for the fact that "the Colonial Secretary is a Scotsman and congenitally incapable of seeing and appreciating a joke (vide English authorities) there would be some amusing answers to the latest official circular." The Colonial Secretary, however, for all the fact of his nationality, is fully appreciative of the present joke. To start at the beginning, the Secretary of State for the Colonies made a suggestion to the Government here that if it would perhaps be wise to have the salaries of officials in Hongkong placed on a sterling basis; the same suggestion was also made to the Government of the Straits Settlements. In February of last year a body called the Sterling Salaries Committee was appointed by the heads and assistant heads of the various Departments in Government service to consider the whole matter, and the result of the Committee's deliberations was the issuing of the circular referred to by our contemporary. That circular, which went round the Departments, was as follows:—

"Within one week from the 15th July, 1901, the Sterling Salaries Committee want a statement from each officer affected:—

(1) What sterling salary will you accept?
(2) Reasons for fixing salary at such a figure."

The object of the circular was simply to ascertain what each officer thought would be a fair equivalent in sterling of his salary, making allowances for any privileges he might lose as far as regards present rate of pay for leave and pension. Many of the officers now draw their leave pay at 4s. to the dollar and their pension allowance at 3s. 8d. Coming to the question of delay, our readers will remember that the Hon. E. M. Gray, at a meeting of the Legislative Council on 14th February this year, asked the following question, of which he had given notice—"I should like to know what, if any, reply has been received from the Secretary of State with regard to the recommendations of the Committee appointed to enquire into and report on the salaries of subordinate officers in the Civil Service of the colony?" In reply to this question, the Colonial Secretary laid on the table a despatch dated 31st December, 1900, from the Secretary of State, acknowledging receipt of a copy of the Committee's report, and asking that a scheme be submitted containing a complete classification of the whole subordinate service, with salaries attached to grades and offices rather than to individual officers, and in addition, with definite recommendations as to the systematisation of their allowances. The request made in the despatch has been complied with, and until the final sanction of the Secretary of State to the proposals forwarded has been obtained, nothing further can be done.

TELEGRAMS.

"DAILY PRESS" SERVICE.

(FROM OUR CORRESPONDENTS.)

THE CRISIS IN CHINA.

SHANGHAI, 23rd July, 5 p.m.

INTER-CHRISTIAN TROUBLES.

The British gunboat *Woodlark* and the French cruiser *Decidée* have gone to Nanchang, in Kiangsi province, owing to reports of friction between Protestant and Roman Catholic converts.

GREAT FLOODS ON THE YANGTZE.

The Yangtze reached its record height and burst its bank near Nanking, causing immense desolation. The *Kiangkuan*, *Tulee*, and *Meitee* are all badly ashore near Tunglin.

LONDON, 22nd July, 7.45 p.m.

PROGRESS OF NEGOTIATIONS.

Lord Cranborne has stated in the House of Commons that the negotiators have agreed on the payment of the Chinese indemnity in four per cent. bonds, payable to each Power. Considerable progress, he added, has been made recently in the negotiations regarding the sources of revenue to meet the demands of the Powers. He was, however, unable to make a more detailed statement.

GREAT INCREASE OF RUSSIAN PACIFIC SQUADRON.

Russia intends adding to her Pacific squadron this year two ironclads, three first-class cruisers, two mining cruisers, and four boats for laying mines. The ironclads and cruisers leave Europe in August.

GENERAL NEWS.

LONDON, 22nd July, 7.45 p.m.

MRS. KRUGER'S DEATH.

The late Mrs. Kruger, wife of the ex-President, succumbed to an attack of pneumonia.

REUTERS'S SERVICE.

LONDON, 21st July.

DEATH OF MRS. KRUGER.

Mrs. Kruger, wife of the ex-President of the late Transvaal Republic, has died at Pretoria from pneumonia, after three days' illness. It is understood that the ex-President was privately informed by wire of his wife's death before the news was made public.

THE PLAGUE.

During the 24 hours ending at noon yesterday only one fresh case of plague was reported, and one death (Chinese).

Private Nelson, Royal Welsh Fusiliers, who was admitted to the Plague Hospital on Monday, died yesterday afternoon, and was buried at six o'clock at Happy Valley with military honours. The deceased was fit gone when taken into the hospital, and never rallied. He was feverish for six days, it appears, before it was known what the nature of his illness was. Mrs. Brownhill, it is stated, is in a very critical condition, and grave fears are entertained about her recovery.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Oceanic*, with the last French mail, left Singapore on the 23rd inst. at 5 a.m. for this port via Saigon. The C.P.E. steamer *Turk*, arrived at Yokohama on the 22nd inst., and left again for Kobe yesterday afternoon. The P.M.E. steamer *Nippon Maru*, with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

"Wanted—A young Frenchwoman to give lessons to an American gentleman. Apply Hotel—10 o'clock, Friday." The foregoing advertisement printed in a Paris paper almost caused a riot at the hotel at the hour named. The American was Webster Jones, of San Francisco. Mr. Jones left orders that he would receive applicants in a room at the hotel, and they might be admitted to the corridor pending his arrival. When he got there he found a line that reached out into the street and extended all over the hotel. They were waiting for the "American gentleman." They were unanimously resolved to give him lessons. Mr. Jones was paralysed at the sight and fled, leaving the hotel people to get out of the scrape as best they might. The managers and clerks argued in vain. The women would not be pacified. The police were called. The women were put out, but more kept coming all day, and the hotel was under police protection for twenty-four hours. Mr. Jones did not bother hotel, and he is now convinced that "people had advertisements"—*Chicago Record*.

DISCONTENT IN THE POLICE FORCE.

That discontent has for a long period existed in the rank and file of the Hongkong Police Force is a fact recognised amongst the officials, who apparently have either found the problem impossible of solution or have been able to discover no justifiable grievance. Several of the men, however, have at last taken the course, it seems, of tendering their resignations. Three have already resigned—Lance-Sergeant Reynolds and Constables Bond and Broomfield—and it is rumoured that others, including several acting-sergeants, contemplate taking a similar step. The grounds for their action appear to be these. Two agreements of widely different terms at present operate in the Police Force. By the first and older agreement, a man on enrolling binds himself to serve for fifteen years, at the termination of which period he may retire on pension. Every five years he is allowed nine months' leave of absence on half-pay, at which time he is allowed four shillings to the dollar. The second agreement, which was drafted at a later period than the first, stipulates that before he is entitled to a pension a man must serve until he reaches the age of forty-five years, when he goes home on an allowance possibly no greater than that of the man who has served under the fifteen years' system. It is also stated (but this we were unable to verify) that when on leave he is allowed only two shillings to the dollar. As we have said, this statement was not borne out by other information (it is mentioned simply because the disparity alleged by some to exist in the two allowances to the dollar has been advanced as a *bono fide* grievance. Another complaint is that advancement in the Police Force is slow and promotion uncertain. In the latter connection, this is asserted that those entitled to promotion have in many instances been superseded for no apparent reason. There are, however, always two sides to a question, and the official point of view may place the whole matter in a different light. One thing is certain, though, and this is that nowadays it is almost impossible to get men serving in any police force at home to come to the colony as they did when the force here was in the early days of its existence. This may be due to many causes, but the reason advanced by those who are in a position to know is that the conditions now existing here are responsible for the disinclination of trained men to come out from home to join the Hongkong Police Force. The result is that when vacancies occur they have simply to be filled as best they may. Under the existing Ordinance, a man may resign from the Police Force on his giving three months' notice and paying two months' salary for every unexpired year of his term of service. Rather than complete his engagement, one man earning a constable's salary has forfeited \$360, and in addition has to pay his passage home. This represents a considerable sum to one occupying such an office, and the fact that he is willing to sacrifice it would to an ordinary mind indicate that a real grievance exists somewhere. Captain Superintendent May, we understand, has already been approached on the subject, and pointed out that the men had signed an agreement at must carry out the terms of that agreement. On the other hand, however, the European part of the Police Force is not overmanned, and we certainly cannot afford to have it further depleted in strength if a rearrangement of working conditions will prevent it.

POLICE COURT.

Tuesday, 23rd July.

BEFORE MR. HAZELAND.

BREACH OF ARMS ORDINANCE.
Judgment in the case of Messrs. Siemsen & Co., for storing thirty-three cases of arms in godown No. 21 at Kowloon, in contravention of Section 12 of the Arms and Ammunition Ordinance of 1900, was given by Mr. Hazeland as follows:—
"The defendant was summoned before me under Section 12 of the Arms and Ammunition Ordinance, 1900, for that he did unlawfully without the special written permission of the Captain-Superintendent of the Police keep and store arms (to wit thirty-three cases of rifles) in No. 27 godown of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, such place not being registered by him for that purpose.
"Section 12 of the Arms and Ammunition Ordinance, reads as follows:—'No arms or ammunition shall, without the special written permission of the Captain-Superintendent of Police, be kept or stored by any importer of or dealer in or vendor of arms or ammunition in any place or places other than in the place or places registered by him for that purpose.'
"The expression 'importer' shall include every person whether a commission agent or otherwise to whom or to whose order arms or ammunition landed in this colony are consigned."
"It was proved in evidence that the thirty-three cases of rifles, the subject-matter of the charge, were landed from the steamer *Eve* on the 13th day of July, 1900, and were stored in godown No. 27 of the Godown Company. The steamer *Eve* was chartered by the Hamburg-American line which is a share company, and Messrs. Siemsen & Co. were on the said 13th day of July, 1900, the agents of the said Hamburg-American line. They have also ceased to act as such agents. It was further proved that the said thirty-three cases of rifles were consigned to Tientsin and that the Godown Company were keeping the said thirty-three cases of rifles for the purpose of transhipment to Tientsin. The defendant had been issued for the case, nor had any notice been charged. The reason given by the Godown Superintendent of the Godown Company why no rent was charged was because the thirty-three cases were not storage cargo. It was further proved in evidence that Messrs. Siemsen & Co. were not the consignees of the arms, and also it was not known who the consignees were. It was also proved that Messrs. Siemsen & Co. were licensed dealers and vendors of arms and also that godown No. 27 of the Godown Company was not registered under the Arms Ordinance.
"The question for my decision is whether under these circumstances the defendant

TO LET.

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des
VUEZ ROAD CENTRAL (Opposite Lane,
Crawford & Co.).

Apply to—

HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.

Hongkong, 12th July, 1901. [1134]

TO LET (IMMEDIATE POSSESSION).

3 LARGE UNFURNISHED ROOMS
with Separate Bath, use of COOKHOUSE,
&c., &c.

Apply to—

R. ROE,
Care of Daily Press Office,
Hongkong, 22nd July, 1901. [1842]

TO LET.

IMMEDIATE POSSESSION.
3 LARGE and WELL-VENTILATED
ROOMS, with BATHROOM and VERAN-
DAH, at No. 37, CAINE ROAD.

Apply to—

R. J. REMEDIOS,
Mercantile Bank,
Hongkong, 11th July, 1901. [1755]

TO LET.

NO. 5A, QUEEN'S ROAD CENTRAL.

Apply to—

KWONG CHEONG WO,
No. 239, Des Vaux Road,
Hongkong, 9th July, 1901. [1733]

TO LET.

OFFICES IN BEACONSFIELD ARCADE.

SMALL GODOWN IN DUBBEL STREET.
For Particulars, apply to—

R. C. WILCOX.

Hongkong, 16th July, 1901. [1784]

TO LET.

A SMALL FOUR ROOMED HOUSE,
FURNISHED, on the lower level, with
Immediate Possession. Terms moderate.

Apply by letter to—

BOX 64,
Care of Office of this Paper,
Hongkong, 20th July, 1901. [1827]

TO LET.

NO. 3 WEST TERRACE, ONE EURO-
PEAN HOUSE, consisting of TWO
FLOORS, in a respectable locality. Rent
moderate.

Apply to—

KWONG WING SANG,
No. 182, Queen's Road Central,
Hongkong, 17th July, 1901. [1800]

TO LET.

NO. 1, STEWART TERRACE, the
PRAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.

Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5A, DUBBEL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.

Hongkong, 5th July, 1901. [1692]

TO LET.

A HOUSE in RYTON TERRACE.

"FAIRVIEW," Kowloon.

"THE RETREAT," MOUNT KELLET.

Apply to—

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.

Hongkong, 13th July, 1901. [168]

TO LET.

ROOMS or OFFICES, with SERVANTS'
Quarters, in FIRST FLOOR, No. 6,
ICE HOUSE LANE.

A. RUMJAHN.

Hongkong, 4th July, 1901. [1685]

TO LET.

POSSESSION, August 1st.

THE GODOWN in West Point
(Kennedy Town), known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—

LAUTS, WEGENER & CO.

Hongkong, 9th July, 1901. [1730]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,

"VERITAS,"

BEACH ROAD WEST,

FELIXSTOWE, SUFFOLK,

ENGLAND.

Hongkong, 28th August, 1900. [73]

WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOS, JADESTONE ORNAMENTS,

BRONZES and CARVED IVORY WARE,

FINE SILKS and GRASSCLOTHS.

General Exporters of

ANISEED and CASIA OILS,

&c., &c. Stock always on hand.

AN INSPECTION IS ESPECIALLY SOLICITED.

Note.—We beg to announce that we also

Buy all kinds of Curries at Moderate Prices.

1 & 3, D'ARVILLE STREET

(Behind Hongkong Dispensary).

Hongkong, 18th April, 1901. [1811]

[ALL RIGHTS RESERVED.]

THE BOY THAT FOLLOWED
THE DRUM.BY
MAY CROMMELIN

(Author of "Dead Men's Dollars," &c.).

Only a fat little boy of five years old. He

wore petticoats and a big straw hat that hung

on the back of his neck. Just as often it lay

neglected on the ground—anywhere.

But one precious possession the boy never

forgot; this was his beloved drum. He had a

passion for music, his parents said; for noise,

said the neighbours who lived in scattered

houses on the outskirts of the country town.

So now the summer evening hummed with

mimic martial sound as the arch-strutted up

and down the gravel path between a crazy cot-
tage, which had seen better days, and the rusty

garden gate.

"Dum! dum! dum! dum! dum! I'm so

loy what carries ze drum!" Thus Joscelin

lately sang and drummed.

"Well! an' who cares?" sneered a vulgar

man, peering in from the highroad.

"You ain't got into trousers; your Pa is too

poor to buy you a suit, so my Ma says!"

What have yer got for supper? Yeh!"

Luckily Joscelin was too full of his own noise

and importance as a sergeant recruiting among

the cabbage to care or hear. But small and

insignificant though the little fat boy was—two

other people did hear and did care.

A man was digging among the vegetables in

the rear of a hedge of sweet-peas. He dug in

a hesitating, unworkmanlike way, and whenever

he neared a cabbage, or rosebush, stooped and

felt it with his fingers. He wore an old blazer,

and his straw hat displayed a faded cricketer's

ribbon—clearly a clerk or impoverished profes-
sional man, was this gardener. Careless too,

for as he dug he kept trampling ruthlessly on a

row of young peas, just showing green leaf.

As Joscelin sang for himself his imitations,

suddenly the man stopped, and stared vaguely.

Just then a young woman, with a sweet careless

expression, came towards him from the cottage.

She, too, heard—and gave a quick anxious look

at the man. Then she came and put her arm

round his neck.

"Don't mind, Dick. The child doesn't care,

bless him! Why he's as happy as a sandboy,

our little Jos." I've come to fetch you in

for a cup of tea. Well, you have been working

hard. All this dug and—Oh!" Her glance fell

on the peas, and expressed consternation. Two

tears welled up in her eyes.

"Yes, I've done a good day's digging, haven't

I?" said the husband, shaking off his annoy-

ance, and like herself striving to be cheery.

"All right, Mary—wait. Who opened the gate?"

That sounds like Mr. Birch, a short, quick step.

Yes, you say. Ah! he wants his rent!"

"Good evening, Mrs. Dorian. Good evening,

sir," said a smug-faced man good humouredly

stuttering forward. "I just thought I'd look

in—being more friendly like—and perhaps your

good lady would ask me to tea. My gracious!

you've been and ruined these young peas. Dear,

dear! These young eyes! Is it so?"

Mary Dorian shot a lightning glance of

anger at the landlord, and cried out with forced

gaiety.

"Why, nonsense, Mr. Birch. This outside

row was no good. I'm always walking over it.

As to my husband's cataract, the worse it gets

quickly, the sooner it can be removed, the

doctor says."

"Spill them, have I? That's all the good

my digging is!" murmured the blind man,

standing still. Then repressing a sigh, he

added courteously, "My dear, let us bring Mr.

Birch in for tea."

The one sitting-room of the cottage was bare

to the extreme of poverty. A deal table, two

chairs, and an old oak chest were its only fur-
niture. And as the landlord's eyes fell on this

last, they rested there. Meanwhile Mrs.

Dorian's pale cheeks flushed, as she tried to

seem composed while handing the guest tea

with hardly a drop of milk, bread with a mere

scrape of butter. Her own cup was black; her

bread, dry.

This repeat over, Mr. Birch hemmed and pro-

ceeded to the business which all knew was the

object of his visit.

"A useful old chest that, sir. You've had a

tiny lot of old furniture, Mr. Dorian."

"Yes, Mr. Birch. I had—and since my blind-

ness came on, you have got nearly the whole of

it, but that chest."

"That's as maybe, sir. Now, may I

ask is there anything against letting me have

that, too? Any plate in there?"

And might the inside be sound, for my missus says

dry-rot."

Richard Dorian rose, and stepping with out-

spread hands, felt for the chest, and hunched at

a heavy key which was in the lock. Then

turning back the lid, he said with proud

consciousness.

"Do me the honour to look at the contents

and the inside, Mr. Birch. I believe you will

be satisfied that these are only family pos-
sessions of no good to anyone else—if any to us."

"Quite so, quite so," announced Birch, coolly

examining some old documents that could have

no possible interest for him as debtor's assets.

"Why, here is a family tree. Dorian's of

Deneholme Park. What's this—copy of a

marriage certificate between Richard Dorian

and Evelyn Fetheringhay. I did not know

you traced connection with such swells; a

baronetcy and no end of coin. In my boyhood

I lived near Deneholme; a splendid place it

is, too."

"They're the younger branch of my family,"

said Dorian, stiffly. "Had it not been for my

grandfather's runaway match with a lovely,

penniless girl, Evelyn Fetheringhay, which so

angered his father that he cut him off with a

shilling, I might now be Sir Richard, and

living at Deneholme. Instead of which, we

occupy this cottage—as long as you can allow

us to stay."

"Put in a very gentlemanly way," patroni-

singly assented Birch. "You relieve me, sir,

of saying first what is most disagreeable to me

—yes, indeed. For after all, rent being due,

now you'll both allow, that I'm doing handsome

if I take this old bit of stuff, which isn't worth

the five pounds owing to me, not being a

collector. In fact, what will my wife say?"

But then, I'm sothearted, and

what with your losing your situation because of

your affliction. Certainly, my an, I'll

say no more. But as to the term that is to come,

I'm a family man! and so after a week from to-

morrow—from to-morrow—you see!"

"You expect us to clear out!" said the blind

man quietly. "I see; that is, I understand."

Silently Mrs. Dorian rose, and holding out

her hand, signalled to Mr. Birch that the

interview must end. She could bear no more.

When with several more exclamations of "Very

sorry—" the unwelcome visitor left husband

and wife alone together, Mary Dorian im-

pulsively flung both arms round her man's

neck and kissed him, sobbing.

"Don't mind, dearest—don't mind! I don't,

except for you! Oh, believe me, my own love,

it will all come right—it must! I've prayed so

—schard. And prayers must be heard. We're

told so. God will help us; you've always been

so good."

"Poor darling! No, I'm not good."

and I'm no good," said the blind man despon-

tively. Locked in each other's arms they both

stood for minutes, without speech.

Presently, from outside came the sound of a

little child wailing. Then small hands struggled

with the door handle, and Joscelin trotted in

sobbing.

"Mummy! mummy! I've broken my drum

in it!"

Dorian loosened his arm from round his wife,

and gave a groan of impatience. The boy's

trouble was no trivial yet it was the last drop,

which made his cup of bitterness to overflow.

"O, take him away! Got him to stop, dear

—do! I can't stand any more."

"There, Jos, darling; don't bother poor

father, there's a good boy. Never mind about

the drum! Daddie has a lot to think about, so

he can't listen to a little boy like you. Run

away—run and play."

"But it's mine drum!" gurgled Joscelin,

wide-eyed with surprise. The poor little fellow

had felt as if his chief earthly joy was ruined

when his drumstick went through the frail toy;

he had flung the drum down and tried to find

comfort, surely. Yes; they would kiss and

love him—and then Daddie was so wonderfully

wise—he might even put that drum to bed in

the old chest, and it might come out quite well

in the morning. Jos had known as strange

things happened.

But now—why didn't care!

Almost unable to believe his senses, the child

went slowly away, dragging his feet. His

heart felt broken—broken like his soul's delight,

the drum.

Mother said "Run away," but Jos didn't

think he would ever hop or jump again. She

certainly had dropped a heavy kiss on his front-

hair when she drew him away from Dad, but it

wasn't a nice kiss. There was no comfort in

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, L.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit. str.	2 m.	E. Spicer	P. & O. S. N. Co.	On or about 27th inst.
LONDON &c. VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON	DETALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th August.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd September.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th August.
BREMEN, VIA PORTS OF CALL	BAVERN	Ger. str.	2 m.	H. Blocker	Messageries Maritimes	To-morrow, at Noon.
MARSEILLES &c. VIA PORTS OF CALL	ANNAM	Fr. str.	2 m.	Solier	Messageries Maritimes	On 29th inst., at 1 P.M.
MARSEILLES & LONDON	MALACCA	Ger. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On or about 10th August.
HAVRE & HAMBURG	ACILIA	Ger. str.	2 m.	v. Döhren	HAMBURG-AMERIKA LINIE	On 6th August.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 2nd September.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.	Williamson	HAMBURG-AMERIKA LINIE	On 10th September.
NEW YORK VIA PORTS & SUZ CANAL	HUDSON	Brit. str.	2 m.	Kendall	DODWELL & CO. LIMITED	On 21st September.
NEW YORK VIA SUZ CANAL	ARABIA	Amr. ship.	2 m.		SHEWAN, TOMES & CO.	On 3rd August.
NEW YORK	I. F. CHAPMAN	Amr. ship.	1 m.		SHEWAN, TOMES & CO.	On or about 5th August.
MARSEILLES, LONDON & ANTWERP, V. SPAIN, &c.	MANUEL LLAGUNA	Jap. str.	2 m.	J. Mackenzie	NISSON YUSEN KAISHA	Quick despatch.
VANCOUVER, VIA MOJI, &c.	KANAGAWA MARU	Jap. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC	On or about 25th Oct.
VANCOUVER, VIA SHANGHAI, &c.	TANTAR	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC	On 25th inst., at Daylight.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	EMPRER OF CHINA	Brit. str.	2 m.	F. J. Horton	NISSON YUSEN KAISHA	On 7th August.
VICTORIA (B.C.) & SEATTLE	KINSHU MARU	Jap. str.	2 m.	W. Frakes	NISSON YUSEN KAISHA	On 20th inst., at 4 P.M.
PORTLAND (B.C.) & SEATTLE	GLINGOLE	Brit. str.	1 m.	H. L. Allen	JARDINE, MATHESON & CO.	On 31st inst.
PORTLAND (B.C.) & SEATTLE	KNIGHT COMPANION	Jap. str.	2 m.		JARDINE, MATHESON & CO.	On or about 10th August.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		PACIFIC MAIL S. S. CO.	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	2 m.	Holms	HUTTENFELD & SWIRE	On 6th August, at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	SCATHOLIE	Brit. str.	2 m.	A. E. Moss	GIBB, LIVINGSTON & CO.	On or about 15th Sept.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		NISSON YUSEN KAISHA	On 20th inst., at 4 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2 m.	Borden	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	ALEXANDRIA	Brit. str.	1 m.	Geo. Payne	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
YOKOHAMA & KOBE	LAIRANG	Brit. str.	1 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 30th inst.
YOKOHAMA & KOBE	BOMBAY	Brit. str.	1 m.	Davies	SHEWAN, TOMES & CO.	To-day, at Noon.
YOKOHAMA & KOBE	GLAMORGANSHIRE	Jap. str.	2 m.	J. W. Wale	NISSON YUSEN KAISHA	On 2nd August, at Daylight.
YOKOHAMA & KOBE	TAMBA MARU	Brit. str.	2 m.	Schmitz	Messageries Maritimes	To-day.
YOKOHAMA & KOBE	OCEANIC	Brit. str.	2 m.	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	NISSON YUSEN KAISHA	On or about 2nd August.
YOKOHAMA & KOBE	ANING MARU	Jap. str.	1 m.	S. Atami	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	KASHING	Brit. str.	1 m.	Geo. T. Blackland	BUTTERFIELD & SWIRE	On 31st inst., at Daylight.
YOKOHAMA & KOBE	PERLA	Brit. str.	1 m.	J. McGinty	SHEWAN, TOMES & CO.	To-day, at 3 P.M.
YOKOHAMA & KOBE	ESMERALDA	Brit. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	2 m.	A. E. Moss	NISSON YUSEN KAISHA	On 26th inst., at 4 P.M.
YOKOHAMA & KOBE	YAWATA MARU	Brit. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 26th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	ALBATROSS APCAR	Brit. str.	2 m.			

SHIPPING.

ARRIVALS.
July 23, MACHU, German steamer, 805, G. Wendig, Swatow 21st July, General.
July 23, YAWATA MARU, Japanese str., 2,360, A. E. Moss, Nagasaki 19th July, General.
July 23, ALICIA, British str., 4,278, J. Pulford, Foochow 21st July, General.—BUTTERFIELD & SWIRE.
July 23, FUSHUN, British str., 1,500, Lunt, Canton 22nd July, General.—CHINESE.
July 23, CHOYANG, British str., 1,194, Bowker, Canton 22nd July, General.—JARDINE, MATHESON & CO.
July 23, CHARTHOUSE, British str., 1,276, Strackland, Penang 14th July and Singapore 16th, General.—CHINESE.
July 23, HINABO, British str., 1,560, Lake, Samarang 14th July, Sugar.—JARDINE, MATHESON & CO.
July 23, GLENGOLE, British str., 3,062, Frakes, Moji 18th July, Coal.—DODWELL & CO. LIMITED.
July 23, CHINGTU, British transport, 1,459, Williams, Madras 11th July and Singapore 18th.
July 23, TOSA MARU, Jap. str., 2,873, Parsons, Moji and Shimoda 18th July, Coal.—NISSON YUSEN KAISHA.
July 23, DAYBREAK, American str., 700, Best, Shanghai 20th July, General.—CHINESE.

CLEARANCES.

At the Harbour Master's Office.
23rd July.
Alexandria, German str., for Yokohama.
Wurzburg, German str., for Singapore.
Ela, German str., for Hongkong.
Guthrie, British str., for Hongkong.
Nanchang, British str., for Hongkong.
Thales, British str., for Canton.
SAINT IRENE, British str., for Canton.
Thales, British str., for Canton.
ESANG, British str., for Canton.

VESSELS IN DOCK.

23rd July.
ABERDEEN DOCKS.
Kowloon Dock—Sungking, Y. Sontak, Sishan, Hohao, Clara, Shantung, Hongkong Maru, Chingtu.
COSMOPOLITAN DOCK—Colonies, Phra Nang.
SHIPPING REPORT.
The British steamer *Alicia*, from Foochow 21st July, had fine, clear weather with light variable winds.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AUSTRALIAN."
Captain Hays, will be despatched for the above ports TO-DAY, the 24th July, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Doctor is carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO. Agents.
Hongkong, 1st July, 1901.

VESSELS ON THE BERTH

SHIRE LINE.
FOR KOBE AND YOKOHAMA.
THE Steamship
"GLAMORGANSHIRE."
Captain Davies, will be despatched for the above ports TO-DAY, the 24th July, at Noon.
For Freight or Passage, apply to SHEWAN, TOMES & CO. Agents.
Hongkong, 22nd July, 1901. [1835]
FOR YOKOHAMA AND KOBE.
THE Steamship
"ALEXANDRIA."
Captain Rijken, will be despatched for the above ports TO-DAY, the 24th inst., at Noon.
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 22nd July, 1901. [1874]
THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (VIA SWATOW AND AMOY).
THE Company's Steamship
"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above ports TO-DAY, the 24th inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 15th July, 1901. [18]
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"PERLA."
Captain Geo. T. Blackland, will be despatched as above TO-DAY, the 24th inst., at 3 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 22nd July, 1901. [1845]
THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA."
Captain J. McGinty, will be despatched as above TO-MORROW, the 25th inst., at 5 P.M.
This Steamer has superior accommodation for Passengers, and is fitted with the Electric Light.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 22nd July, 1901. [1850]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG."
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th July, at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 22nd July, 1901. [1837]
FOR NEW YORK.
THE S/S A II American Ship
"MANUEL LLAGUNA."
will load during September and October, calling about 25th October.
For Freight, apply to SHEWAN, TOMES & CO. Agents.
Hongkong, 11th July, 1901. [1785]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901
"EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901
"EMPEROR OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST LINE, which leaves daily, and cross the Continent of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.
Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.
The attractive features of this Company's route embrace its PACIFIC COAST LINE (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for its recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers, "TANTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.
"TANTAR"....4,425 Tons....Comdr. G. D. Bowles, R.N.R. WEDNES, 14th Aug., at Noon.
"ATHENIAN"....3,982 Tons....Comdr. H. Mowat
Taking Cargo and Passengers for all points in CANADA and UNITED STATES.
In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Filder's Street.
Hongkong, 18th July, 1901. [110]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBOW, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ACILIA HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo) On 9th Aug. Freight.
ALEXANDRIA HAVRE & HAMBURG (Calling at Singapore and Penang) On 2nd Sept. Freight.
SIBERIA HAVRE & HAMBURG (Calling at Singapore and Colombo) On 10th Sept. Freight and Passage.
ANDALUSIA HAVRE & HAMBURG (Calling at Singapore and Penang) On 21st Sept. Freight.
For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]
Hongkong, 24th July, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON SHANGHAI About 27th July Freight or Passage.
YOKOHAMA VIA SHANGHAI AND KOBE About 30th July Freight or Passage.
(Passing through the Indian Sea)
SHANGHAI About 2nd August Freight or Passage.
LONDON, &c. About 3rd August See Special Advertisement.
MARSEILLES AND MALACCA About 10th August Freight or Passage.
LONDON
For Further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 20th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILL OF LADING FOR THE ENTIRE JOURNEY IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
BAYERN THURSDAY 25th July.
STUTTGART THURSDAY 31st August.
KONIG ALBERT THURSDAY 6th September.
PRINZESS IRENE THURSDAY 19th September.
PRINZ HEINRICH THURSDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October.
SACHSEN WEDNESDAY 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.
BAYERN WEDNESDAY 27th November.
STUTTGART WEDNESDAY 11th December.
KONIG ALBERT WEDNESDAY 25th December.
PRINZESS IRENE WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH WEDNESDAY 22nd Jan. 1902.
PREUSSEN WEDNESDAY 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 19th Feb. 1902.
SACHSEN WEDNESDAY 6th Mar. 1902.

On THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MAILS, PASSENGERS, SPECIFIC and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and PORT SAID, and will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcel Receipts will be signed for less than \$2.50. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MEYER & CO., AGENTS.
Hongkong, 12th July, 1901. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
KANAGAWA MARU MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 26th July, at DAYLIGHT.
YAWATA MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE FRIDAY, 26th July, at 4 P.M.
KINSHU MARU VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 29th July, at 4 P.M.
TAMBA MARU KOBE and YOKOHAMA FRIDAY, 2nd Aug., at DAYLIGHT.
J. W. Wale

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIYARA, Manager.
Hongkong, 1st July, 1901. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.
GLENGOLE 3,750 W. Frakes July 31st
TACOMA 2,811 J. Alcock August 6th
BRANMAR 3,801 W. Watt August 27th
DUKE OF FIFE 3,321 J. S. Cox September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and EUROPE.

HONGKONG TO LONDON, 25.
Excellent accommodation. First-class Table. Doctors and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24.
The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 23.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
Hongkong, 17th July, 1901. [11]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	On 25th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 18th August.
GLASGOW and LIVERPOOL	"ORBESTES"	On 18th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDREUS"	On 20th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLOS"	On 15th August.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"NANCHANG"	On 24th July.
ILIOLO and CEBU	"KASHING"	On 24th July.
MANILA	"TSINAN"	On 25th July.
PORT DARWIN (THURSDAY)		
ISLAND COOKTOWN, CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATON APUR,"
Captain E. Fay, will be despatched for the above ports on FRIDAY, the 28th July at Noon, instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
Hongkong, 19th July, 1901. [1785]

NIPPON YUSEN KAISHA.

FOR MANILA.
The Company's Screw Steamship

"YAWATA MARU,"
3,873 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 28th instant, at 4 p.m.
This new Mail steamer is especially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Decar and Stewards carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 22nd July, 1901. [1836]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR YOKOHAMA, KOBE AND MOJI.
The Company's Steamship

"LAISANG,"
Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th July, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 22nd July, 1901. [1838]

THE OSAKA SHOSSEN KAISHA,
LIMITED.FOR FOCHOOW VIA SWATOW AND
AMOY.
The Company's Steamship

"ANPING MARU,"
Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUREAU KAISHA, Agents.
Hongkong, 17th July, 1901. [18]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATLANTIC, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS TO
JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJOI, KOBE and YOKOHAMA, on or about 15th September. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th July, 1901. [14]

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug, at Noon.
"DORIC"	THURSDAY, 15th Aug, at Noon.
"PERU"	SATURDAY, 31st Aug, at Noon.
"COPTIC"	TUESDAY, 10th Sept, at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept, at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct, at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.
Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.
TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$10) gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th July, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUBS CANAL.

PROPOSED SAILINGS FROM HONGKONG.	ABOUT
"HUDSON"	About 18th Aug.
"HEATHBURN"	About 18th Aug.
"JUPITER"	"
"MOGUL"	"
"KURDISTAN"	"
"SATSUMA"	"
"LENNOX"	"

For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 24th July, 1901. [1739]

SHEWAN TOMES & CO'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ARARA,"
Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship
"ATAKA,"
on or about 15th September.
For Freight, apply to SHEWAN TOMES & CO., Agents.
Hongkong, 22nd July, 1901. [1269]

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.
Opening the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJOI, KOBE and YOKOHAMA.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 5th July, 1901. [5]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ARLSON, Aprak, British str. E. Fay—
David Sassoon, Sons & Co.
GUTHRIE, British str. W. G. McArthur—
Gibb, Livingston & Co.
L. Scheppe, American ship, C. S. Kendall—
Callowitz & Co.
SEA WIRCH, American ship, Howes, Master

THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1901.

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having established a REGULAR SERVICE
of STEAMERS from SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to con-
tract for the conveyance of Goods from
the Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"
Sails from Seattle about the 12th of July;
"CHINGWO,"
Sails from Seattle about the 21st of July;
"HYSON,"
Sails from Seattle about the 14th of August;
"KAISOW,"
Sails from Seattle about the 24th of August;
"YANGTSE,"
Sails from Seattle about the 27th of Sept.,
and will be followed by the Company's regular
sailings.
For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK;
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits,
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE, or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 18th July, 1901. [1624]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE
Calling also at TACOMA and carrying Cargo
on through Bills of Lading to New York
and other points of the United States
in connection with the
GREAT NORTHERN RAILWAY CO.'S
LINES.

THE Steamship

"YANGTSE,"
6,457 Tons, Commander H. L. Allen is due here
on 6th August, and will have quick despatch.
For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1901. [1625]

FOR NEW YORK.

THE 3/3 A.I. American ship

"I. F. CHAPMAN,"
shortly expected here from KOBE, will load
for the above port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Hongkong, 2nd July, 1901. [1687]

FOR NEW-YORK.

THE 3/3 A.I. American ship

"L. SCHEPP,"
Captain Kendall, will be ready to load on the
15th August for the above port, and will be
despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July 1901. [1414]

HONGKONG.

Alcorno, British str. 4,278, Fulford, July 23;
Butterfield & Swire
Alexandria, Ger. str. 3,850, Horden, July 22,
Hamburg-America Linie
Ararat, Aprak, Brit. str. 2,879, Fay, July 15,
David Sassoon, Sons & Co.
Charterhouse, British str. 1,278, Strickland, July
21, Chinese
Cheyang, British str. 1,191, Bowker, July 17,
Jardine, Matheson & Co.
Clara, German steamer, G. Hansen, July 18,
Jensen & Co.
Dajin Maru, Japanese str. 960, Ogata, July 19,
M. B. Kishida
Daybreak, American str. 700, Best, July 23,
Chinese
Deutero, German str. 1,001, Frahm, July 22,
Siemens & Co.
Esmeralda, British str. 966, McGinty, July 22,
Shewan, Tomes & Co.
Feidling, British str. 983, Gordon, July 21,
A. B. Marty
F. Ferdinand, Aust. str. 3,880, Martialisch,
July 21, Sander, Wieler & Co.
Fushin, British steamer, 1,500, Lunt, July 18,
Chinese
Glamorganshire, British str. 2,888, Davies,
July 20, Shewan, Tomes & Co.
Glenogie, British str. 3,062, Frakes, July 23,
Dodwell & Co., Limited
Guthrie, British str. 2,500, McArthur, July 16,
Gibb, Livingston & Co.
Hissang, British steamer, 1,536, Lake, July 23,
Jardine, Matheson & Co.
Hohao, French str. 500, Morice, July 14,
A. B. Marty
Hongkong Maru, Jap. str. 4,159, Filmer, July
20, Toyo Kisen Kaisha
Hue, French steamer, 704, Godinau, July 22,
A. B. Marty
Jacob Diederichsen, Ger. str. 623, Olsson, July
22, Jensen & Co.
Kama, British steamer, 1,241, Arnold, July 22,
Butterfield & Swire
Kashang, British str. 1,158, Sanderson, July 19,
Butterfield & Swire
Kutang, British str. 1,495, Selby, July 19,
Jardine, Matheson & Co.
Lahang, British str. 2,224, Payne, July 18,
Jardine, Matheson & Co.
Loongsang, British str. 1,080, Weigall, July 22,
Jardine, Matheson & Co.
Loosok, German str. 1,020, Fuchs, July 21,
Butterfield & Swire
Machow, German str. 935, Wendig, July 22,
Molchers & Co.
Maidara Maru, Japanese str. 687, Sobajima,
July 22, Mitsui Bussan Kaisha
Malpensa, Aust. str. 1,700, Motocovich, July
23, Sander, Wieler & Co.
Muncheu, German str. 4,691, Krebs, May 28,
Molchers & Co.
Nauchang, Brit. str. 1,062, Finlayson, July 11,
Butterfield & Swire
Nanshan, British str. 1,290, Jones, June 27,
Bradley & Co.
Oak Branch, British str. 2,064, Schell, June 12,
Dodwell & Co., Limited
Perla, British str. 1,284, Blaxland, July 19,
Shewan, Tomes & Co.
Phnauang, German str. 1,200, Calder, July 17,
Molchers & Co.
Shandau, German str. 1,144, Schner, July
17, Molchers & Co.
Shanghai, German str. 1,007, Hebbelmann, July
20, Molchers & Co.

HONGKONG.

Alcorno, British str. 4,278, Fulford, July 23;
Butterfield & Swire
Alexandria, Ger. str. 3,850, Horden, July 22,
Hamburg-America Linie
Ararat, Aprak, Brit. str. 2,879, Fay, July 15,
David Sassoon, Sons & Co.
Charterhouse, British str. 1,278, Strickland, July
21, Chinese
Cheyang, British str. 1,191, Bowker, July 17,
Jardine, Matheson & Co.
Clara, German steamer, G. Hansen, July 18,
Jensen & Co.
Dajin Maru, Japanese str. 960, Ogata, July 19,
M. B. Kishida
Daybreak, American str. 700, Best, July 23,
Chinese
Deutero, German str. 1,001, Frahm, July 22,
Siemens & Co.
Esmeralda, British str. 966, McGinty, July 22,
Shewan, Tomes & Co.
Feidling, British str. 983, Gordon, July 21,
A. B. Marty
F. Ferdinand, Aust. str. 3,880, Martialisch,
July 21, Sander, Wieler & Co.
Fushin, British steamer, 1,500, Lunt, July 18,
Chinese
Glamorganshire, British str. 2,888, Davies,
July 20, Shewan, Tomes & Co.
Glenogie, British str. 3,062, Frakes, July 23,
Dodwell & Co., Limited
Guthrie, British str. 2,500, McArthur, July 16,
Gibb, Livingston & Co.
Hissang, British steamer, 1,536, Lake, July 23,
Jardine, Matheson & Co.
Hohao, French str. 500, Morice, July 14,
A. B. Marty
Hongkong Maru, Jap. str. 4,159, Filmer, July
20, Toyo Kisen Kaisha
Hue, French steamer, 704, Godinau, July 22,
A. B. Marty
Jacob Diederichsen, Ger. str. 623, Olsson, July
22, Jensen & Co.
Kama, British steamer, 1,241, Arnold, July 22,
Butterfield & Swire
Kashang, British str. 1,158, Sanderson, July 19,
Butterfield & Swire
Kutang, British str. 1,495, Selby, July 19,
Jardine, Matheson & Co.
Lahang, British str. 2,224, Payne, July 18,
Jardine, Matheson & Co.
Loongsang, British str. 1,080, Weigall, July 22,
Jardine, Matheson & Co.
Loosok, German str. 1,020, Fuchs, July 21,
Butterfield & Swire
Machow, German str. 935, Wendig, July 22,
Molchers & Co.
Maidara Maru, Japanese str. 687, Sobajima,
July 22, Mitsui Bussan Kaisha
Malpensa, Aust. str. 1,700, Motocovich, July
23, Sander, Wieler & Co.
Muncheu, German str. 4,691, Krebs, May 28,
Molchers & Co.
Nauchang, Brit. str. 1,062, Finlayson, July 11,
Butterfield & Swire
Nanshan, British str. 1,290, Jones, June 27,
Bradley & Co.
Oak Branch, British str. 2,064, Schell, June 12,
Dodwell & Co., Limited
Perla, British str. 1,284, Blaxland, July 19,
Shewan, Tomes & Co.
Phnauang, German str. 1,200, Calder, July 17,
Molchers & Co.
Shandau, German str. 1,144, Schner, July
17, Molchers & Co.
Shanghai, German str. 1,007, Hebbelmann, July
20, Molchers & Co.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLE, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th July, 1901, at
1 p.m. the Company's Steamship
"ANNAM," Captain Salier, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLE via ports of call,
WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 p.m.,
Specie and Parcels until 3 p.m. on the 28th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Values of Packages are required.
For further particulars, apply at the Com-
pany's Office.
P. DE CHAMFROIN,
Acting Agent.
Hongkong, 15th July, 1901. [2]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-
STRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"BENGAL,"
Captain A. L. Valentini, carrying His Majesty's
Mails, will be despatched from this port
on SATURDAY, the 3rd August,
at Noon, taking passengers and cargo for the
above ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.
Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
values of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
H. A. MITCHELL,
Superintendent.
Hongkong, 22nd July, 1901. [1]

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.

Shahan, British str. 852, H. Holton, July 9,
Bradley & Co.
Sungkiang, British str. 1,021, Moore, July 6,
Butterfield & Swire
Taisan, British str. 1,122, Stovel, July 21,
Bradley & Co.
Tosa Maru, Jap. str. 2,873, Parsons, July 22,
Nippon Yusen Kaisha
Taiman, British str. 1,460, Anderson, July 22,
Douglas Lauprak & Co.
Wurzburg, German str. 5,085, Schuder, July
21, Hamburg-America Linie
Yawata Maru, Jap. str. 2,368, Moses, July 23,
Nippon Yusen Kaisha
Y. Sontau, Amr. str. 555, Gortirolo, July 13,
Order

RAILWAY VESSELS.

Celest Burill, British ship, 1,764, Jetty, May
29, Order
Holliswood, Amr. bark, 1,084, Knight, June 14,
Order
L. Scheppe, Amr. ship, 1,673, Kendall, July 5,
Carlowitz & Co.
Manuel Laguno, Amr. ship, 1,650, Nichols,
June 30, Standard Oil Co.
M. de Villars, French bark, 1,171, Rional, May
31, E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21,
Master
St. Irene, British str. 2,474, Clements, July 8,
Order
Thales, British steamer, 836, Robson, July 21,
Douglas Lauprak & Co.

WREXHAM: WREXHAM: WREXHAM!

THE only ENGLISH LAGER BEER
in the Colony. Give it a trial and you
will drink no other.

RITCHIE & CO.,

No. 39, Des Voeux Road.
Hongkong, 19th July, 1901. [1593]

DAVID CORSAE & SON'S

MERCHANT NAVY
NAVY BOARDS
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.
31901

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

All kinds of Oil Paintings and Photographs
in the Colony. Road Central.
89A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to China Bank & Co.
Hongkong, 20th March, 1901. [707]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.
Also FOCHOOW LACQUERED WARE.

FURNITURE ON HIRE.<

